

## Secret Societies

The smoker given by Sa Lake to the last Thursday evening was a very good one. The Knights were exceptionally fine, the program was excellent, and the refreshments were very good. The address on formalism by E. W. Kelly was a very good one and the program was very much enjoyed. The evening was very much enjoyed by all present and the committee in charge of the affair deserve much credit for the same.

A number made application for membership and a large class is expected for the next review on Thursday. All Sir Knights are urged to attend.

**Ladies of the Moose** have

**SALT LAKE CITY, May 11**—The Salt Lake City High No. 1 will hold its regular review Tuesday night, May 12. And all members are requested to be present as there will be business to be transacted at the time of the meeting. The rate for admittance for all members holds good until June 1.

**Banner High No. 11** will hold its regular review May 17. All members should try and be present as business will come up. All visitors are always welcome.

**PROV. MAY 15**—Provo tented last review cast the entire vote for Dr. J. C. Hanchett as representative and State Commissioner. Gray was elected to review the Lady Maccoabees of Provo possession of the lodge room and the lodge room was held. A relation was spread in the banquet hall by the Lady Bees. Among the visitors were Mrs. J. C. Hanchett and Mrs. J. C. Hanchett.

The George R. Maxwell W. R. C. held its regular meeting on Wednesday night, May 23, 1934. Business of importance was transacted. The J. B. McKean W. R. C. friends will be entertained on Tuesday afternoon, May 29, at the home of W. F. Pease, 554 Fourth street.

**Fraternal Union of America**

The meeting of Evergreen lodge on Wednesday evening will be an open public affair. The usual routine of the games, followed by an elaborate dinner and a social hour of lunch in the banquet hall.

**CALLER**  
**IN A BIG H**

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Japanese Engineers in the  
States to Study Railroads  
Rush Orders.

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**T**OKICHI ENDO, of Osaka,  
chief engineer of the Naniwa  
way company, and G. S.  
assistant engineer and al-

Ever since the beginning of these two gentlemen have been in demand, so much so that callers are served by the hour, allowing them all over the country. About a year ago they came to study American railroads, and work so became so immersed in their work that they did not even report at the outbreak war. Accordingly, on May 1, graph wires were set busy and service men sent out to hunt for them. They were found and sent them home at once. They are now in the east. Brown Palace hotel in Denver. Cablegram sent first to Wash-

"Yes, we were hard to find," he said. "We were very lucky. We could have been here by the 15th of the month. It took us time to look at some of the things in the West."

Col. Evans went on to explain that some of the men would stay their leave of absence.

"We arrived in America a May 1. We made up our minds to take all the railroads in this country. We were going to make it ample, by one road, and go to Georgia. My friend Shiba would go route, maybe by New Orleans and we would meet in Atlanta and send notes. If we did not agree on my road, I would compare his notes. Then we would compare ours."

"The cablegram? Ah, that is something I am interested in," said the engineer. "What corps Shiba was what you call up-to-date, he goes up. He will be chief in a I will be in regular army." Among the engineers we were with him, and supposed plain bridges and like that. Like it! Of course

"I expect they think we have hidden," he laughed. "We've been buying new equipment for our roads."

"How much? Oh, several millions!"

"I am rusty—you call it—on bridges for arms." So we went down where we left Japan, no sight of her.

"Now it is all war, and Japan, every day. Is it not fine?" We ate breakfast while we read the morning papers and saw the news.

"It's so funny," said one of the Russians, "think they are people, but we see their funerals. I know that our men see the war will win. Ah, yes, we will win."

We sat in the Hall Block

will be  
to pay  
with  
of

us away to the front"

## EXCURSION RATE

Via Oregon Short Line

St. Louis and return via Chicago  
Chicago and return via St. Louis  
St. Louis and return via Chicago

Limit 60 days. Transit limited  
in each direction.

Tickets on sale Tuesdays and  
each week. Stopovers allowed